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Now Showing—Latest Flannel Suitings,
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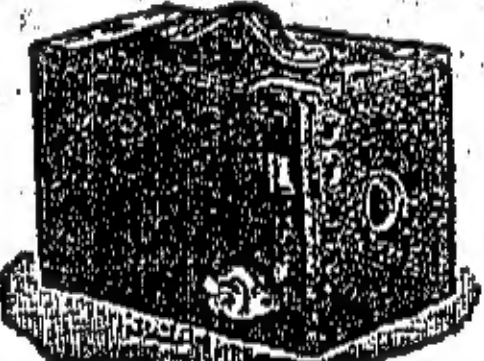
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Dining Accommodation for 300 persons.

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All letters for publication should be written onone side of the paper only.
No anonymous or signed communications should be

inserted unless accompanied by the name and address of the

author, and the name of the newspaper to which the

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much that we have had to say in the past, and which has considerable bearing upon the issue of how far Russia's declarations as to contraband are binding, and how far they are *ultra vires*. Everybody knows the three classes into which contraband is by common consent divided, i.e., articles useful only for war, articles not useful for war, and articles *ancipitis usus*, which may, that is to say, be useful both in war and peace, such, e.g., as provisions, ships, horses, and the like. All the difficulties arise out of that third classification, and the authorities, both old and modern, have been unable to make any hard and fast rule. *Distinguedus erit belli status* they say; it depends upon the sort of war. Russia has declared provisions contraband: our Home Government has declared the contrary. If the decision depend upon the particular circumstances, as when an authority points out: "Sometimes things of the very smallest importance become all important, if the enemy be distressed by the lack of them, and unable otherwise to procure them," then the curious position seems to be established that what is contraband for one side is not for the other. For instance, while the Japanese could justly declare provisions for Port Arthur contraband, in face of the blockade and that fortress's dire need, Russia has not the same right to declare that neutrals carrying provisions to Japan are carrying contraband, for Japan is not in straits, nor can Russia be said to be blockading Japan. This view commends itself, at any rate, to our lay mind, although the lawyers would doubtless be prepared to argue it at much greater length.

It is not with such points, however, that we have any need to deal. We would confine our observations to the question of how far the Russian declarations are binding upon neutrals, as being the most important. As His Lordship has pointed out, and as it is quite easy to appreciate, a Russian pronouncement is not international law. How, then, can it be binding upon any neutral? A Russian officer has recently decided that any fishing boat that in the dark looks something like a torpedo-boat may be fired upon and sunk. Supposing Russia had supported this view officially, how far would neutral trawlers have been bound by the official decision? Obviously, no more than the possible weakness of their own Government permitted them to be. If, as is possible, we have presented a false analogy, the reasoning may be discounted; but that is the light in which most ordinarily minded people will be inclined to view the matter, and the way they will answer the question. The cargo of provisions of a neutral ship is contraband, and the vessel confiscate, if its owner's Government permits Russia and her Prize Courts to act on that supposition, and not otherwise.

This equivocal position of affairs affords quite sufficient justification for our previous expressed contempt for international law as an institution. As a collection of intelligent opinions, the result of centuries of study by generations of great intellects, it is entitled to respect. As a world force, it is a dead letter. The deadlock in which the world now stands on this one question of contraband proves that Russia, which promotes Hague love-feasts, and is ready to make any number of pie-crust promises, has by uttering declarations in defiance of the views of the majority demonstrated the ineffectualness of international law as it at present stands. No international agreement as to principles has more than academic value so long as there is no international agreement as to penalties for breach. The essence of effectual law lies in its penalties, and in its power to enforce them. To-day it is open to any Power, entering upon a war, to reconsider any principle of international law, and to repudiate it. Our idea of practical politics would embrace, first, an international conference of jurists to codify international law; and second, an international agreement to enforce its provisions upon the potential minority that might wish to act in defiance thereof. This is big, but possible. The Hague Tribunal was as big, and it was constituted; but its decisions bind nobody. As we have seen, its participants may dissent from any of its conclusions. In such cases as that of Russia, there is no guarantee that, with circumstances to make it desirable, she would not at any time put forward her own interpretations to suit herself. With all the Powers, or the majority of them, pledged to enforce international law, there would be no dissent. Until that legal millennium arrives, the very phrase "international law" must sound tiresome to rational ears.

R.M.S. *Rindia* left Shanghai on November 3rd, homeward bound.

To-day is the first day of Ramthan (the Mahomedan fasting month).

Harmston's Circus will not be able to reach Hongkong before mid-day on Saturday, and the opening performance has consequently been postponed until Monday next.

The Ministers at Peking, according to a telegram in the *N.C. Daily News*, were to meet on the 1st instant to discuss the Trade Marks Regulations question.The *N.C. Daily News*, in a short editorial, mentions that Japanese soldiers outside Port Arthur have been "gunning through mine wires with their teeth." Is not that a little absurd?The *Buller's American* seems to have appraised the value of Chefoo war news. It says: "That dismantled Russian torpedo-boat was simply lying at Chefoo because that's what everybody does there."

A well-known Shanghai racing pony, Alverstone, belonging to the "Scandypat" stable, after doing a very good gallop on the 2nd inst., went back to his stable, and died from the rupture of a blood-vessel in the region of the heart.

H.E. Chou Fu, Acting Viceroy-designate of the Liangkang provinces, has sent up a memorial to the Throne declining the honour of his appointment on the ground that he fears that his ability is not equal to the successful ruling of so many important provinces.

As some doubt has been expressed as to whether the entertainment at Government House on the night of the King's Birthday is to be an "At Home" or a *Levee*, we are asked to state that His Excellency will be glad to receive all his friends, both ladies and gentlemen. Before the reception, there is to be an official dinner to about fifty heads of departments.

Dancers who are not Scots need be under no uneasiness with regard to the programme at St. Andrew's Ball. It is not all reels and Strathspeys. There are included ten waltzes, two Lancers, a Two-step and a Polka. Those who do not wish to be out of the Caledonian cadence can practise reels, &c., at the City Hall on the 10th (to-morrow), 17th and 24th inst.

The net value of Foochow imports in 1903 was Hk. Tls. 8,959,007 (foreign) and 2,049,954 (native). In 1902 it was 6,643,695 and 1,613,203 respectively, and in 1901, 6,341,914 and 2,115,239. Amoy imports for 1903 were (foreign) 8,853,945 and (native) 3,568,673. In 1902 the figures were 10,069,092 and 4,855,629 respectively; while in 1901 they were 7,555,255 and 5,138,624.

The British workman is bad enough. He drinks and gambles, and neglects his family often; but when the Rev. H. J. Campbell, pastor of the City Temple, denounces him for working for the pay's sake, instead of for the work's sake, criticism has jumped to ridiculous lengths. Work for work's sake may appeal to this pastor (what is his stipend?), but it should not be expected of a labourer.

A Peking letter reports that Viceroy Chang Chih-tung, not content with making hostile criticisms against the recommendations of Sir Robert Hart, already noted in these columns, has also presented a strong memorial to the Throne against Professor Jenks' financial recommendations for a gold standard for China, declaring that such a step would on the contrary cause financial disaster to the country.

A deputy of the Commissioner of the Imperial silk looms at Soochow recently left for Peking, in charge of a large number of leather trunks containing no less than three hundred yellow satin, silk, and gauze-embroidered robes, intended for His Majesty Kuang Hsi's sole use during the next twelve months. Each robe was of course elaborately embroidered, or richly damasked with the Imperial emblem of "five-clawed" dragons.

HONGKONG BOAT CLUB.

ANNUAL GENERAL MEETING.

The annual general meeting of the Hongkong Boat Club was held at the Club's Gymnasium, Tsimshatsui, yesterday afternoon.

The Hon. F. H. May, C.M.G., presided, and there were a fair number of members present.

The report showed a credit balance of \$2,428.80. The fleet of boats is in good condition. There are four 4-oar boats; two double sculls, one pair oar, seven sculling tubs, two randams and one dinghy. A new pair oar and double sculling boats are under construction. The Sub-Committee appointed to arrange the amalgamation with the Yacht Club hope to lay the proposals before a General Meeting in a short time.

Crews were entered at the V.R.C. Regatta for the following events:—International Ladies' Prize and Hon. F. H. May's Challenge Cup. In each of the foregoing races the Boat Club crew won. The Challenge Cup was won for the second year in succession.

At the Canton Regatta the Interport Race and the sculling race were won by Boat Club crews.

There are 216 members on the roll of the Club.

ELECTION OF OFFICERS.

The Hon. F. H. May, C.M.G. was re-elected President. Mr. E. W. Carpenter was re-elected Hon. Secretary. Mr. W. O. Koehler was re-elected Bowing Captain, and the following members were elected on the Committee:—Messrs. Carpenter, Gale, Warre, Koehler, Rouse, and Blason.

THE WAR.

["DAILY PRESS" SERVICE.]

THE BALTIC FLEET.

* LONDON, 7th November.

The Russian Baltic Fleet is proceeding to the Cape.

BRITISH PROPOSAL ACCEPTED BY RUSSIA.

* LONDON, 7th November.

Russia has agreed to the Convention proposed by Great Britain, as well as to the terms embodied. The Convention is expected to begin its duties at Paris in a fortnight.

* Delayed in transmission

[REUTER'S SERVICE.]

THE RUSSIAN BALTIC FLEET.

LONDON, 6th November.

The Russian Baltic fleet has left Tangiers in the direction of the Atlantic. The Fleet in the Atlantic numbers five battleships, five cruisers, two transports and a hospital-ship-cruiser.

BRITISH-RUSSIAN CONVENTION ACCEPTED.

LONDON, 6th November.

Renter's correspondent in St. Petersburg wires that Russia has accepted the draft of the convention proposed by Great Britain.

SUPPLIES FOR THE BALTIC FLEET.

LONDON, 6th November.

The Russian Volunteer cruiser *Yaroslav* has passed the Bosphorus, with coals and water, to join the Baltic fleet.

THE INQUIRY INTO THE RUSSIAN OUTRAGE.

LONDON, 6th November.

Admiral Sir Cyprian Bridge and Mr. Aspinall, K.C., have opened the Board of Trade inquiry at Hull.

The Commission which has been accepted by Russia as described in articles 9 to 14 of the Hague Treaty is composed as telegraphed on the 3rd instant. It will meet in Paris at the soonest possible date, probably within a fortnight. After the Convention has been signed the responsibility of both parties is fixed and they are pledged to supply all necessary information.

(From Northern Papers.)

THE SIEGE OF PORT ARTHUR.

Tokyo, 1st November.

Since the preliminary operations, the general attack on Port Arthur is continuing. The Japanese continue to hold the outposts in the direction of Erlangshan and Sungshushan which they occupied on the 25th ultimo.

Tokyo, 3rd November.

A semi-official telegram says that at 2 p.m. on the 30th ult. the Japanese occupied one of the fortresses on the north side of East Chinkuan-shan, and they are now holding it amidst a hail of Russian fire. Erlangshan had been fully occupied before the above fell into the hands of the Japanese.

A terrible explosion was heard about noon yesterday. It is believed that a tunnel which has been made under a Russian fort was exploded by the Japanese.

LATER.

A later semi-official report says that the Japanese commenced a decided movement at noon on the 30th ult. At about 3 p.m. a Japanese shell exploded the magazine on Sungshushan containing several hundred pounds of powder. This enveloped the vicinity in black smoke for a time. At 5 p.m., Erlangshan and Sungshushan fell into the hands of the Japanese.

A terrible effect was produced when some Japanese shells exploded two mines on Erlangshan.

During the Japanese attack on these two positions, the Russians, seeing a number of Japanese defending themselves in trenches on the hills which they had previously occupied, let loose on them a flood of stagnant water, and exploded some ground mines, but fortunately without doing any damage to the Japanese.

FIGHTING SOUTH-EAST OF MUKDEN.

Tokyo, 2nd November.

General Oku's left was engaged with a large Russian force at Litaientan and Hansantai on the 31st of October, and repulsed them with heavy loss, while the Japanese only suffered slightly.

The Japanese also occupied and burned a village near Changliangpao.

PROMOTION FOR PRINCE KANIN.

Tokyo, 3rd November.

H. I. H. Prince Kotokito (Kanin) has been appointed a Lieutenant-General. Prince Kanin is commanding the Cavalry Brigade with General Kuroki.

THE EMPEROR'S BIRTHDAY.

Tokyo, 3rd November.

In the finest weather, the Emperor's birthday was celebrated with peculiar martial fervour. The birthday review in the forenoon was on unusual lines. General Viscount Takuma, commanding the Tokyo district, with artillery, participating, in field costumes. The Aoyama parade-ground was filled to the utmost, and the ground outside was jammed with spectators. The Emperor and the Crown Prince were enthusiastically cheered, the foreign community being largely represented. This most brilliant demonstration testified to the unlimited resources of Japan.

LATER.

At the Imperial banquet, the Emperor said he regretted that peace was not yet restored in the Far East.

At an enthusiastic mass meeting in Hibiya Park of all sorts, and conditions of men, a resolution was unanimously adopted in favour of the continuance of the war at any cost, and it was decided to send letters of thanks to the army and navy.

General Count Katsura, the Premier, Lieut. General Baron Terauchi, Minister of War, and Vice-Armir Baron Yamamoto, Minister of Navy, responded.

Marquis Ito proposed "Banzai" for the Emperor. Count Okuma proposed "Banzai" for the army and navy, and these met with the warmest possible response.

TENNIS.

The results of the handicap tournaments at the Wigwam club are as hand. Messrs Hancock and Hancock beat Messrs Beattie and Leggatt, and won the Doubles.

In the ante-pennultimate round of the Singles, Mr. Boyd beat Mr. Edwards and Mr. Beattie beat Mr. Sandford. The scoring of this latter bout read 6-4, 3-6, 9-7. Mr. Boyd had to meet Mr. Knyvett in the penultimate round, and won. Mr. Beattie met Mr. Jupp, and lost. This brought Messrs Boyd and Jupp together, and the latter won the competition.

LAUNCH AT HONGKONG.

Yesterday morning, Messrs W. S. Bailey & Co. launched from their Yard at Kowloon Bay the second of two tugboats for Manila owners. The vessel is eighty feet long and fitted with powerful compound condensing engines. The launching ceremony was gracefully performed by Miss Rodger, who, as the vessel left the ways, christened her the *Hank*. The construction of both these tugboats has been supervised by Messrs Goldard and Douglas.

ROYAL HONGKONG GOLF CLUB.

The following cards were returned at the monthly meeting held at Happy Valley, from the 5th to the 7th November.

CAPTAIN'S CUP.

Mr. C. M. G. Burnie	79	1	= 78
Mr. W. W. G. Ross	94	13	= 81
Capt. Nugent, R.A.	93	11	= 82
Hon. G. Stewart	89	5	= 84
Mr. H. J. Gedde	106	18	= 88
Mr. P. R. Scott	99	10	= 89
Mr. A. Ferguson	100	6	= 94

POOL.

Mr. C. M. G. Burnie	79	1	= 78
Mr. J. F. Cobbs	92	14	= 78
Mr. W. W. G. Ross	94	13	= 81
Capt. Nugent, R.A.	93	11	= 82
Hon. G. Stewart	89	5	= 84
Mr. H. J. Gedde	106	18	= 88
Mr. P. R. Scott	99	10	= 89
Mr. A. Ferguson	100	6	= 94

SHANGHAI GAS COMPANY.

An extraordinary general meeting of the Shanghai Gas Company was held at Shanghai on the 2nd instant, for the purpose of confirming the resolution passed at the extraordinary general meeting held on the 12th October. The resolution reads as follows: "That under the powers conferred by Article 47 of the Articles of Association, the Capital of the Company be increased to Tls. 2,500,000 Shanghai Sycee, by the creation of 34,000 new shares of Tls. 50 each." Mr. J. M. Young, who presided in the absence of Mr. J. L. Scott through illness, moved the resolution, and Mr. J. Cooper, another Director, seconded it. The business was purely formal and the resolution was carried unanimously. In addition to those already mentioned there were present Mr. P. F. Lavers (director), King Hiller (engineer), W. A. Platt (legal adviser), F. W. Potter, A. B. Trodd, J. Chatham, W. H. Poate, G. Stenhouse, A. Hunt, W. Armstrong, Dr. Reid, and W. H. Anderson, representing 3,920 shares and 956 votes.

THE DALAI LAMA IN PEKING.

A private despatch from the capital reports (says the "Native Notes" writer in the *N.C. Daily News*) the arrival of the Dalai Lama in Peking, having come from Hainan, Kansu province, whether he had fled from Lhasa upon the approach there of the British expedition. The Buddhist Pontiff entered Peking on the 17th ultimo, riding in a large sedan chair covered with yellow satin and carried by sixteen bearers. He was escorted by some five hundred priests belonging to the great Lama temple in Peking, where he is at present residing.

It is rumoured at Canton that recently large quantities of rifles, with the necessary ammunition, are being imported into the Kwangtung province, and are finding their way into the interior under transit passes. In the unsettled condition of the north of this province, and the state of things in Kwangsi, the introduction of such large quantities—it is stated that not less than fifty thousand have been imported—unless they are for the use of the imperial forces, must be regarded with suspicion, if not with apprehension.

HIS MAJESTY'S BIRTHDAY.

DETAILED PROGRAMME OF CELEBRATION.

Head Quarters, Hongkong.
3rd November, 1904.

KING'S BIRTHDAY PARADE.

The 9th instant being the day appointed for celebrating the anniversary of the Birthday of His Majesty King Edward VII. at this station, the Royal Standard will be hoisted at Head Quarters House, and the Union Flag on board the Hospital Ship *Mentone*.

A Royal Salute will be fired from the Saluting Battery in conformity with the Royal Navy.

All schools will be closed.
Thursday, the 11th instant, will be observed as a holiday by the troops in Garrison, and Head Quarters Office will be closed except for business of a pressing nature.

The troops in Garrison will parade as strong as possible on the Happy Valley.
To be drawn up in line facing S.W. and parallel to the racing track, at 12 paces interval, with bayonets fixed, in order of precedence of Corps, at 9.45 a.m.—

Naval Brigade.
Royal Engineers.
1st Sherwood Foresters.
H.K.S.B.R.G.A.
Hongkong Volunteer Corps.
110th Mahratta Light Infantry.
93rd Burma Infantry.
114th Mahrattas.

Naval Brigade on the right of the line; Regiments of the Indian Army on the left of the Volunteers.

The 15-pounders of the H.K.S.B.R.G.A. will be on the track on the right of the line.

Bands will be massed in rear of the centre under the Bandmaster, 1st Sherwood Foresters. The General Officer Commanding will be accompanied by his staff and a trumpeter (to be detailed by the O.C.R.A.). They will meet him near the Golf Club at 9.45 a.m.

The Garrison Police and Local Company Royal Engineers will keep the ground under the direction of the Garrison Sergeant-Major.

Adjutants and Markers to be on the ground at 9.10 a.m. No troops are to move on to, or in front of, their alignment till 9.25 a.m.

ENTRY TO GROUND.

Troops from Kowloon are to enter the ground by the new 3-mile track; others by the entrance near the Golf Club House.

DRESS.

"Review Order" (khaki with khaki helmets). Staff in White. Attention is directed to para. 64 Standing Orders South China Command. 1904.

Officers attending the Parade as spectators will wear "Review Order" White.

Warrant Officers, N.C.O.'s and Men—"Review Order." White uniform optional.

PARADE STATES, &c.

Parade states are to be rendered to Chief Staff Officer by 2 p.m. on the 8th instant.

The P.M.O. will make the necessary Medical arrangements. The C.R.E. will arrange for the saluting Flags and Flagstaff in conjunction with the C.O.O.

The O.C.A.S.C. will provide the Royal Standard, which will be unfurled on the arrival of His Excellency the Governor on the ground.

MOVEMENTS.

The following will be movements to be executed:—

Officers commanding Units will give the Executive word of command for each movement on the last sound of a "G" from the trumpeter. The preparatory word being given by the General Officer commanding.

(a) Division will come to attention and slope arms.

(b) Division—Royal salute—Present arms.

(c) Division will slope arms. Inspection by H.E. the Governor.

(d) Division will fire a feu-de-joie.

(e) Division will fix bayonets and slope arms.

(f) Division—Royal salute—Present arms.

(g) Division will slope arms.

(h) Division will order arms.

(i) Division will remove Head-dresses.

(j) Division will give 3 cheers, taking the time from the General Officer Commanding.

(k) Division will march past in Column and afterwards will form up in line of Quarter Column, on original alignment, at 12 paces interval.

(l) Officers and Colours will take Post in "Review Order."

(m) Division will advance in "Review Order."

(n) Division will start playing on last sound of "G."

(o) Division will halt.

(p) Division—Royal salute—Present arms.

(q) Division will slope arms.

(r) Division will order arms.

(s) Troops return to Barracks.

LAUNCHES.

Requisitions giving probable numbers to be conveyed, and which should include horses, to be sent to Officer in Charge Transport by 9 a.m. on 5th instant.

MACAO.

[FROM OUR CORRESPONDENT.]

7th November.

A BIRTHDAY VISITOR.

The gunboat *Rio Lima*, commanded by Commander Riss, left Lisbon on the 16th ult. for this, via many ports. She is not expected to arrive here until late in January. She relieves the *Dim*. The latter vessel, after a short visit to Canton, returned here on the 2nd instant and is leaving for Hongkong to-day to be there on the King's birthday.

ZONE TIME MISTAKES.

Zone time was adopted here on Saturday night, the 29th ult., without any fuss, and so quietly that many arrived too late for the service on Sunday because they did not know of the alteration. The Military Band also changed the time and place of playing, although in the *Government Gazette* it was advertised to play from 4 to 6 p.m. in the Public Garden. It played in the Avenida from 3 to 5 without any notification.

FIRE AT FIREWORKS FACTORY.

On the 31st ult. at 9 p.m. two guns fired from Monte Fort announced a conflagration. The big glare, accompanied by a little explosion, but fortunately it was only a few huts outside the town in Sakong, and the fire cracker factory, which burnt.

HARBOUR ADMINISTRATION.

On the 5th instant Post Captain Xavier Leites relieved Captain Alves Branco, the Harbour Master. The Assistant Harbour Master's place is now suppressed. Both Captain Alves Branco and Commander Alcobaes, Assistant Harbour Master, are going home very soon.

GOOD NEWS FOR GOVERNMENT EMPLOYEES.

It is a current topic here that the Government have received instructions from Home to pay the employees at a better rate of exchange, giving 540 reis per dollar, equivalent to an increase of 18 per cent. from the 30th inst.

RELIGIOUS FESTIVAL.

Great preparations are now being made for the festivities of the Immaculate Conception. There will be many processions all over the place, and from different churches or temples, each in turn.

OLD CURIO TO BE REBUILT.

On the 3rd prox there will be the ceremonies of laying the foundation stone for reconstruction of St. Paul's Church, of which only the frontispiece remains. It has been a landmark since 1833, when the old church built in the 15th century was burnt. There will be a fancy fair, fireworks and illuminations, for three days.

SOCIAL PREPARATIONS.

Preparations are being made for balls and soirées at the Clubs here. The 26th instant seems to have been fixed for a Bachelors' Ball in the Macao Club.

POLICE COURT.

Tuesday, 8th November.

BEFORE MR. F. A. HAZELAND (SECOND POLICE MAGISTRATE).

LARCENY.

A coolie was charged with the larceny of a sheet of copper from the Kowloon Docks. The superintendent shipwright caught him in the act, the result being his present appearance in Court. Verdict, 21 days' hard labour, and in lieu of one day's labour, defendant to be publicly exposed in the stocks for six hours.

ASSAULT.

Chan Kam Fuk, the owner of a cargo boat, charged two men in her employ with assault. She told His Worship that both defendants had struck her, and that the first told the second to kill her. His Worship considered the affair not serious, and bound the defendants over in the sum of \$10 to keep the peace for six months.

THROWING BOILING WATER.

A second cook in a Chinese restaurant at Bonham Street charged the first cook with throwing a tin of boiling water over him. His face and chest showed the result, and the defendant must atone for his inhumanity by doing three months' hard labour.

BEFORE MR. J. H. KEMP (ACTING POLICE MAGISTRATE).

ASSAULT.

For assaulting a Chinese woman in a house of ill-fame at West Point, a Chinaman was fined \$5 and ordered to pay \$2 compensation.

A ROUGH PASSAGE.

The s.s. *Breconshire*, from Philadelphia to Chefoo, on the morning of the 2nd November met with a severe typhoon. It commenced with strong westerly winds, rising sea, and thick rainy weather. At 6 a.m. there was a sudden shift of wind to the N.W., wind increasing in violence, continuous heavy rain, and a mountainous swell coming down from the northward. At 7 a.m. was blowing a typhoon, 7.25 a.m. Lat 8.33 N. Long 109.35 E., how ship to head to wind. 8.45 a.m. wind backed to W.N.W. and continued slowly backing to the westward and southward. After 9 a.m., barometer started to rise; we then got the full force of the storm, ship lying with the wind on the port bow, and behaving very well, wind hurricane force, blinding rain, and sprays and heavy confused seas changing in direction as the wind shifted. 10.15 a.m. wind S. by W. barometer stopped rising and the wind inclined to haul to the west again. Kept ship away N.E.N. and ran before it. After that the weather gradually improved; no damage.

Bar. readings:—

4 a.m.	29.85	Mor.	80 deg.
6 a.m.	29.70		79
7 a.m.	29.56		78
8 a.m.	29.40		77
9 a.m.	29.33		77 (lowest)
9 a.m.	29.22		76 (merid)

From 15 deg. N. to port strong moonsoon. Cargo, case oil. Called for bunkers. Agents, Dodwell & Co.

SUPREME COURT.

Tuesday, 8th November.

IN ORIGINAL JURISDICTION.

BEFORE HIS HONOUR SIR HENRY S. BUCKLEY (CHIEF JUSTICE).

OSAKA SHOSHUN KAISHA V. OWNERS OF S.S. "PROMETHEUS."

This case was resumed.

The Hon. E. H. Sharp, K.C., counsel for the plaintiff, was instructed as before by Mr. J. Hastings, solicitor; and Mr. M. W. Slade, barrister, counsel for the defence, by Mr. C. D. Wilkinson, solicitor.

The Hon. E. H. Sharp, continuing his argument, said he would further discuss the Arbitrator's (Mr. E. A. Hewett) second question. The parties had originally agreed that the ship was to be used for the Japanese coast and inter-port trade. In point of fact such was the purpose of the charter, well known to the persons who entered into the contract. At the time the charter was signed—both parties agreed that the ship was to be employed on the Japanese coasting inter-port trade; nor had this been contended by the defendant's agents at Hongkong.

Mr. Slade—It has not been denied by the agents of the steamer; it has never been asked. Hon. E. H. Sharp said, His Lordship need not take any evidence on that point. The question was not asked because it was thought to be not worth denying.

Mr. Slade—The question was put before the Arbitrator, but Mr. Hastings objected.

Mr. Slade asked that if any reliance were to be put on this point the Arbitrator be asked if the question was ever put.

Hon. E. H. Sharp, continuing, said that before the ship was taken over by the two parties, in the first letter, dated the 19th February, the charterers notified the agents of the ship that they took non-Treaty ports to be open ports so long as the Japanese kept them open. The Japanese Government permitted foreign ships taken up by Japanese companies to use these ports; the Osaka Shosen Kaisha had the privilege. On the 26th February this letter was replied to. The Agents agreed that non-Treaty ports were open to foreign steamers so long as the Japanese Government kept them open. On the 11th March the charterers wrote to the agents of the ship: they said they had permission from the Japanese Government to send steamers to all ports on the Japanese coast. A reply was sent on the same day; the agents had no objections so long as the Japanese Government allowed it. He submitted that these letters were sent with a view to come to an understanding regarding the terms used in the Charter Party.

His Lordship said there was another point: did the parties determine what was lawful? Hon. E. H. Sharp said he would come to that presently.

Clause 36 of the Charter Party provided that should the steamer be required, in accordance with Japanese law, to undergo a marine survey the Charterers might have her surveyed at their own expense without any breach of the Charter. This clause relating to survey was inserted, of course, with a view to the ship being employed in the Japanese coast and inter-port trade. The clause was inserted in writing and if such had not been the intention it would not have been inserted.

Mr. Slade—If you refer to the law, my Lord, you will see that it does not agree with my friend's contention. The ship need not necessarily be in a non-Treaty port.

Hon. E. H. Sharp said that in the letter of the 19th February non-Treaty ports were expressly mentioned by both parties. As agents for the steamer, the actions of Messrs. Sander, Wieler & Co., regarding any charters, were binding—a view taken by the Arbitrator. Even supposing that this was not so, however, the owners in Norway subsequently rendered themselves liable when they sent a telegram to the captain of the steamer. There were two points: firstly, the agents must have had authority to enter into this contract; secondly, there was the telegram from the owners in which they told the Captain "Try cancel." The owners knew the nature of the charter, and they sent the telegram as a result of the Russian declaration regarding contraband. And the question of treaty ports was quite an after-thought; it was raised for the first time before the Arbitrator. The ground of refusal to proceed with the ship was one of contraband. He did not know any previous case he could refer to on this point.

His Lordship—No, it is only a parallel to the servant question.

Hon. E. H. Sharp—Yes, my Lord, you can discharge a servant for a bad reason and get a good one afterwards. Was the captain the author of all these reasons?

His Lordship said it was very important to know what was in the minds of the parties at that time. Did they object to the non-Treaty ports, or was it on account of contraband?

Mr. Sharp replied that even supposing trade was closed, and supposing the doctrine was in full force: even then it was not illegal to engage in this trade. Any contract legal as far as the Foreign Enlistment Act was concerned would be legal in all senses. In any case, it was no breach of International Law; of municipal law, for neutral ships to engage in a contraband trade. Such charters were agreements to take risk and the consequences in the event of being captured. All that the neutral Government said was—"Do not look to us if you get caught." Such a contract, in fact, would not be illegal if the parties chose to enter into it. The neutral would contract to take the risk. The other question: Were these ports closed before the time of war? Were they opened on account of Russian naval successes

in time of war? No, this trade was open before the war began; all the successes had been to the Japanese. He submitted that the voyage in question ought, by the terms of the contract, to have been performed. He asked that his Lordship answer the questions in favour of the charterers, and remit the case to the Arbitrator for the assessment of damages.

Mr. Slade rose to address His Lordship for the defence. He said that before proceeding with his arguments he would deal with the meaning of and effect of the Charter Party. He desired to remove certain obscurities as to the meaning of the Russian declaration regarding contraband. It was published in French. Rice and provisions were mentioned as contraband. *De même que* was to be translated "as also," or "as well as"—not "such as," as his friend would have it.

His Lordship—That would be bad French.

Mr. Slade—No, My Lord, it would be very good French.

His Lordship—The French for "as well as" would be *quelque*.

Mr. Slade read the French declaration and translation as appearing in the *Hongkong Government Gazette* of the 9th March. It was:—

En général tous les objets destinés à la guerre, sur mer ou sur la terre, de même que le riz, les vivres, et les chevaux, bêtes de somme, et autres pouvant servir dans un but de guerre et si elles sont transportées pour le compte ou à destination de l'ennemi.

Generally, everything intended for warfare by sea or land, as well as rice, provisions, and horses, beasts of burden and others which may be used for a warlike purpose, if they are transported on the account of or are destined for the enemy.

This point regarding translation was discussed at some length. Mr. Slade said that all articles were unconditionally contraband if destined for war—rice, horses, etc. All beasts of burden were contraband, but other beasts were only contraband if destined to the enemy. Such was the decision of the Russian Prize Court in the case of the American s.s. *Arabia*, brought to Vladivostok to be dealt with. Their instructions were to confiscate all food-stuffs as contraband.

Hon. E. H. Sharp—We have not got that judgment. It was decided before the Arbitrator not to refer to any casual case.

Mr. Slade read an extract from the *Hongkong Daily Press* of 22nd ult., an extract regarding the text of the *Arabia* judgment.

Hon. E. H. Sharp objected on the ground that there was no evidence before them to show that the goods in question, railway material and flour, were not destined for Japanese warlike purposes.

His Lordship said they were drifting from the point: the correct translation of *de même que*.

Mr. Slade said the meaning of the Russian declaration was that when they found neutrals employed in transporting certain goods for Japanese they would seize them. Whether they had a right to or not was another question.

His Lordship remarked that in each case they were to regard as invalid all things found invalid by the Russian Prize Court?

Mr. Slade—That is so.

Continuing, Mr. Slade said that the prize courts were the administrators of the law of the country; they were the authority. It was for the prize court to interpret International law as applied to the case of every vessel they were called to decide on. Whatever the belligerents declared to be contraband; whatever they declared, no matter how outrageous, bound all the world for the time being. What His Lordship had to decide in that case was the right construction of the Charter Party, having regard to the circumstances at the time the Charter Party was entered into. He must look at the Charter Party as a whole to apply the true meaning to it; not at a part of it only. That Charter Party as a whole was the charter of a Norwegian ship by Japanese for lawful voyages to certain parts of the world—practically the whole of Asia, excluding inter-port Philippine trading and ports north of Vladivostok—to open ports only. The Charter Party had a clause in it—the usual clause—regarding the avoidance of arrest and restraint by princes and rulers of people; and it was not to be cancelled in the event of war being declared. It was also agreed in the clauses that the responsibility fell on the Captain to sign bills of lading, though the Charterers were responsible for short delivery—that was, with the exception of valuable goods, treasure, and opium, for which the Captain or Chief Officer should sign the bill of lading. The fact of the ship having to sign bills of lading gave him the control and responsibility of the ship, and if the ship was seized the ship would suffer. The Captain, therefore, had to be very careful not to carry contraband. It would have been the duty of the Captain to refuse all articles declared as contraband by Russia. The intention of the clause relating to "Princes and rulers of people" was to protect the ship from being captured and sent to the "tender mercies of a Russian Prize Court." The parties agreed to this clause being put in: not to carry contraband; the primary object was to free the ship from liability of capture. His argument was that it would be unlawful for the Master to accept contraband, or the Charterers to put such on board, if it would incur risk of detention to the ship. And if this clause was put in on behalf of the ship-owner it was the Captain's duty to refuse contraband. When Russia declared any article as contraband it was contraband till repudiated was repudiated authoritatively. Until it was repudiated it was the duty of the ship-owner to refuse to take on board cargo which would make the ship liable to detention. These goods—rice, etc.—were declared contraband by Russia. The Russians would take the

ship before a prize court, retain her, and perhaps confiscate her. She would certainly have been brought to Vladivostok and retained.

His Lordship—Not by International law, but by the practice in vogue in Russia.

Mr. Slade—She would render herself liable to be retained by "Princes and the rulers of people."

To-day being the King's Birthday, the case was adjourned till to-morrow morning at eleven o'clock.

IN SUMMARY JURISDICTION.

BEFORE HIS HONOUR T. SERCOMBE SMITH (JUDGE).

LIEUT. LUNDEN, R.G.A., & H.K. AND KOWLOON WHARF AND GODOWN CO.

In this case the plaintiff sued the defendant company on account of personal injuries and damage to clothes caused by alleged negligence on the part of employees of the defendant company. A collision had occurred near the Kowloon Ferry landing, on the 6th ult., between a ricksha in which the plaintiff was riding and one of the company's cargo trucks.

Mr. E. J. Grist, solicitor (of Messrs. Wilkinson and Grist), appeared for plaintiff; Mr. H. W. Looker, solicitor (of Messrs. Ducreux, Looker and Deacon), for the defendants.

Mr. Grist said it was an action brought against the defendant company for \$200, in respect of damage and injuries sustained by the plaintiff being thrown from a ricksha on the 6th October; plaintiff had sustained injuries, shock to nervous system, and damage to clothes. At about 3 p.m. on the day mentioned the plaintiff was proceeding towards the Ferry, when the ricksha he was in was run into by a trolley pushed from the wharf towards the godown. The wheel of the ricksha was broken; and the plaintiff was thrown to the ground. He (plaintiff) sustained a badly sprained wrist, cut hand, cut knee, nervous shock, and damage to clothes. The plaintiff had written to the Company stating these facts: also explaining that his ricksha had been going slowly while the truck was going very fast indeed; he thought \$250 reasonable compensation. In answer to this letter the Company replied that the truck coolies in question, and their foreman, had been fined. They considered the ricksha coolie to blame; he must have been going at a great speed, more than an ordinary speed. They were willing to pay any damage to clothing and doctors' bills incurred by the accident, but he could not claim anything for nervous shock. After some further correspondence an action was commenced. The plaintiff contended that the truck men took no steps to see that the road was clear, and that it was driven at a great speed.

His Honour—What was the actual damage? Mr. Grist—\$200 damage to clothes; \$21 in a golf pool competition, for which plaintiff had subscribed \$2; a sprained wrist and the other personal damage he received. The defendants are prepared to admit that the place is a public thoroughfare.

His Honour—Is that so? Mr. Looker—Yes.

Lieut. Lundsen gave evidence. He bore out Mr. Grist's statement; and had a witness, Lieut. Macdonald, who was riding to the Ferry on a bicycle at the same time. The ricksha was going very slow under his instructions; the ferry was only approaching the wharf. The wharf was so lumbered with merchandise that he did not see the trolley till the ricksha was a couple of yards from the rails. The ricksha coolie did all he could have done under the circumstances. Lieut. Macdonald picked him up. There was no other white man in sight, and the coolies had gone.

Cross-examined—As he was coming along the road he was on the lookout for trolleys, but could not see very far along the course as after about ten or fifteen yards his view was blocked by a ship. There were about ten coolies pushing the truck. There were neither coolies nor a white man in sight when he was picked up by Lieut. Macdonald. He had told the ricksha to go slow; that was his practice.

Mr. Grist asked witness the nature of the injuries he had sustained.

Witness said that his left wrist was sprained, his thumb injured, he had three cuts on the palm of the left hand, in addition to which his left knee was badly bruised. He also received a severe shock to the nervous system, while he utterly spoiled the suit of clothes he was wearing at the time. His left hand was practically useless for a fortnight.

Mr. Looker said it was not a question of personal injury. They had offered in their letter to recompense the plaintiff for medical aid and had expressed regret for the accident. It was simply a question of law. He alleged contributory negligence on the part of the ricksha coolie.

His Honour pointed out to Mr. Grist that it was necessary to prove negligence on the part of the defendants.

Mr. Grist said he intended doing so.

Lieut. Macdonald in the main corroborated the statements of the plaintiff. He was riding about a yard and a half ahead of the plaintiff when the timber trolley was rushed along. It was with the greatest difficulty that he escaped running over it. The ricksha coolie pulling the plaintiff could not have avoided the collision. The trolley coolies were going at a run, while the ricksha coolie was merely walking. A travelling crane, and a number of stationary trolleys laden with packages, obscured the view of the truck.

Mr. Looker—I suppose the ricksha coolie did that that was right and proper, and the trolley coolies did everything they should not have done?

Witness—Yes.

Mr. Ralph Pockham, outdoor superintendent in the employ of the Godown Company, gave evidence as to the system of the coolies when working.

William Clarke, an overlooker, said that the coolies who pushed the offending truck had been fined by the management. That was to make them more careful.

A number of coolies who had been engaged in pushing the truck were called and all denied that they used undue strength in propelling same. One said they could not have done so, as the load was too heavy. Another declared that the watchman called out to the ricksha man.

The other coolies with the truck also shouted to him to stop, but he was coming along at a great pace. The man on the truck tried to pull back their burden, but it was much too heavy for them to do so in time to avert the collision.

The case was adjourned until to-morrow morning at half-past ten.

ENLARGEMENTS

The best way to preserve your Pictures is to have them enlarged. Small prints are liable to be thrown about and thus made dirty or lost; while enlarged ones, framed and hung up, will last or ever, besides serving as decorations to the walls.

LONG HING & CO.,

PHOTO GOODS DEALERS.

17A, QUEEN'S ROAD,

(Same Premises as Messrs. Ah Chee).

Hongkong, 8th August, 1904.

MARINE MAGISTRATE'S COURT.

Tuesday, November 8th.

BEFORE HON. CAPT. L. BARNES-LAWRENCE, R.N. (MARINE MAGISTRATE).

A LAWFUL MUTINY.

Twenty-one of the crew of the s.s. *Safford* were charged with wilfully continuing to disobey the lawful orders of the master of the ship, and refusing to proceed to sea since the 5th instant at Victoria Harbour.

George C. Dunning, Master of the s.s. *Safford*, stated that the defendants, 21 in number, signed on at Cardiff to proceed to Manila and any other ports or places between 75 deg. north and 60 deg. south on a three years' agreement. He left Cardiff on the 12th August last and proceeded on his voyage round the Cape of Good Hope, calling at Durban for bunker coals. After leaving Durban he proceeded to Labuan for bunker coal. The day after his arrival there he received instructions by cable to take in sufficient coal to reach Vladivostok. Soon after he called all the crew together, and informed them that the vessel was ordered to Vladivostok, and asked them if they had any objection to going there. The whole of the crew refused. He tried to reason with them, but with no effect at the time. Three or four days later he again put the question. They all again refused. He called this decision to the owners, and received directions to proceed to Hongkong to procure the crew for refusing to proceed on the voyage according to agreement. He arrived here on the 5th, and asked for a summons on the 7th instant.

In reply to the Court:—There was no mention made of the vessel carrying contraband when the articles were signed. No remarks were made on or interest displayed in the facts of his making the voyage round the Cape. He had had no difficulty with the defendants in respect of their duties, everything so far having gone on as usual. He was authorised by the owners while at Labuan to offer an inducement to these men to proceed. The bonus offered was two months' pay. Should any of the men express their willingness to proceed now, he was prepared to withdraw the charge against them.

The Magistrate to the defendants: You have heard the charge. Before hearing any further evidence, I am desirous of affording you an opportunity of altering your decision. You will possibly urge good reasons for your action in your defence, but your case may, probably will, present difficulties; and in my opinion, taking also into due consideration that you have been offered a bonus to proceed, you would be well advised to accept.

Five minutes were given the defendants to make up their minds, when they all persisted in their refusal to proceed.

H. Jensen, donkeyman, speaking for the defendants, stated:—We signed articles to proceed to Manila via Durban, and never went to Manila. With respect to proceeding to Vladivostok, we refuse for the following reasons:—Several ships have been destroyed and lives lost in this contraband trade, owing to striking mines, and other causes in the vicinity of the Russian ports. We have also received newspaper cuttings concerning the hardships endured by the crew of the *Chellinham*, who were sent to England via Siberia, which, at this time of year, when we have no warm clothing, would be a great hardship.

By the Court: What reason have you to suppose you would be sent home via Siberia? Defendant: We were informed that we should be sent home from Vladivostok.

The Master, on being recalled, said the only reason for this statement was that he informed the crew if the vessel was captured they would be sent home.

Defendant, in answer to the Magistrate, continued:—We had no reason whatever to suppose that the coal would be discharged elsewhere than at Manila. We were neither informed, nor led in any way to suppose that we were carrying contraband. Had we been so informed, we would not have signed on. We are willing to proceed in the ship anywhere except to belligerent ports, provided we are not carrying contraband.

The Master recalled:—It is stated on the ship's manifest that the coal is intended for Manila.

Each of the crew expressed his agreement with what the spokesman had stated.

The Hon. L. Barnes-Lawrence delivered judgment as follows: The points I have had to consider in determining this case are as follows:—

Articles were signed by which the crew were pledged to proceed in this vessel to Manila with a cargo of coal, where they were under the belief it would be discharged. On arrival at Labuan the Master was informed that the coal was intended for Vladivostok, and the crew refused; for the reasons stated, to proceed to that port. By the general and customary terms of the agreement the crew also undertook to proceed anywhere within certain latitudes, namely, 75 deg. and 60 deg., and under the normal conditions of an ordinary voyage, service between these limits would not have been disputed. The statements, however, made by the men as to the treatment recently accorded to certain neutral vessels, carrying contraband of war, admit, unfortunately, of no contradiction, while, should Vladivostok be again bombarded, and this vessel be within its harbour at the time, danger to life may reasonably be apprehended. Under these circumstances, and taking into consideration that the crew were not informed when they signed articles that the vessel was carrying contraband, I am unable to regard the decision of the defendants in declining to proceed as an offence necessitating punishment, and I consequently dismiss the charge.

WEATHER REPORT.

On the 5th at 11.40 a.m. The barometer has risen in Japan and fallen throughout China and the Philippines.

Gradients are moderate on the coasts of China, and moderate N.E. winds may be expected in the Formosa Channel with moderate to fresh monsoon in the northern part of the China Sea.

Forecast:—Moderate E. to N.E. winds, fine.

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SHIPPING.

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any vessel, the Harbour has been divided into four sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked K, nearest Hongkong H, midway between Hongkong and Kowloon M, and those vessels berthed at the Kowloon Wharf K.W., together with the number denoting the section.

1. From Green Island to the Harbour Master's.
2. From Harbour Master's to Blake Pier.
3. From Blake Pier to Naval Yard.
4. From Naval Yard to East Point.

ARRIVALS.
AMARA, British str., 1,566 C. J. Mattock, 8th November.—Sagou 2nd Nov. Rice.
Jardine, Matheson & Co.
ARDANDRAB, British str., 2,103, Wm. Kinley, 8th Nov.—Ponarth (Wales) 22nd Sept. Coal.—Doddrell & Co.
BRECONDRAB, British str., 2,233, Geo. E. Elliott, 8th Nov.—Philadelphia 9th Sept. Cass Oil.—Order.
GLENFALLOCH, British str., 1,434, W. Pentney, 8th Nov.—Penang and Singapore 1st Nov. General.—Chinese.
HALLABAN, Dutch str., 355, J. Steendam, 7th November.—Amoy 6th Nov. Ballast.—Arnold, Karberg & Co.
HONGKONG, French str., 742, A. Suzzoni, 8th November.—Haiphong and Hoihow 7th Nov. General.—A. R. Marty.
LEGASPI, American str., 668, D. Yrizar, 7th Nov.—Manila 4th November, General.—Barretto & Co.
LAISANG, British str., 3,450, E. J. Tadd, 8th November.—Calcutta 2nd Oct. General.—Jardine, Matheson & Co.
MANICA, British str., 6,500, R. Leslie, 7th Nov.—London and Singapore 1st Nov. General.—Nippon Yusen Kaisha.
MAUSANG, British str., 1,644, S. J. Payne, 8th Nov.—Sandakan 2nd Nov. Timber and General.—Jardine, Matheson & Co.
PRINCESS ALICE, German steamer, 6,920, P. Wetlin, 7th Nov.—Yokohama, General.—Melchers & Co.
ZAFIRO, British str., 1,611, R. Rodger, 8th Nov.—Manila 5th Nov. General.—Shewan, Tomes & Co.

CLEARANCES.
AT THE HARBOUR MASTER'S OFFICE.
8th November.
AMARA, British str., for Kute.
Bouvier, French str., for Saigon.
Brecondrab, British str., for Chiofo.
Johanna, German str., for Hoihow.
Manica, British str., for Nagasaki.
Shandong, British str., for Samarang.
Typhoon, German str., for Swatow.

DEPARTURES.
8th November.
BELGIAN KING, British str., for Kobe.
ELAX, British str., for Shanghai.
GREGORY AGAR, British str., for Calcutta.
HAINUN, British str., for Coast Ports.
KWANGLOO, Chinese str., for Shanghai.
KWANGTAI, Chinese str., for Canton.
LANSHAN, German str., for Chiofo.
MATHILDE, German str., for Swatow.
PERRARIS, German str., for Manilla.
PERANANG, German str., for Swatow.
SHAHZAD, British str., for Newchwang.
TEAR, British str., for Manila.
TERESA, British str., for Singapore.
VERMONA, British str., for Newcastle.
WOSANG, British str., for Canton.

VESSELS IN DOCK.
8th November.
AFFRICKEN DOCK.—
Kowloon Dock.—
Larkin, U.S.S. Fathomer.
Anglo, Longmoon, Kowloon, H.M.S. Fame.
H.M.S. Whiting, H.M.S. Moorhen.
COSMO-POLITAN DOCK.—

VESSELS ON THE BERTH.
FOR SHANGHAI, TSINGTAU AND CHEMULPO.
THE Steamship
"MELITA."
Captain Le Prevost, will be despatched for the above ports TO-DAY, the 9th inst., at 3 p.m. for Freight or Passage, apply to
SIEMSEN & CO.,
Agents.
Hongkong, 7th November, 1904. [2620]

BRITISH-INDIA STEAM NAVIGATION COMPANY, LIMITED.
FOR AMOY, STRAITS AND RANGOON.
THE Company's Steamship
"PENTAKOTA."
Captain C. Willis, will be despatched as above on SUNDAY, the 13th inst., at DAYLIGHT. For Freight or Passage, apply to
JARDINE, MATHESON & CO.,
Agents.
Hongkong, 8th November, 1904. [2633]

AMERICAN ASIATIC STEAMSHIP COMPANY.
FOR NEW YORK VIA SUEZ CANAL.
PROPOSED SAILINGS.
S.S. "CLAVERDALE" ... 3rd Dec. 1904.
S.S. "RAS ISSA" ... 20th Jan. 1905.
For freight and further information apply to
SHEWAN, TOMES & CO.,
General Agents.
Hongkong, 8th November, 1904. [2634]

NORDDEUTSCHER LLOYD, BREMEN.
IMPERIAL GERMAN MAIL LINE.
FOR SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA.
THE Imperial German Mail Steamship
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Captain R. Dahl, due here with the outward German Mail about WEDNESDAY, will leave for the above places about 12/24 hours after arrival.
For further Particulars apply to
MELCHERS & CO.,
Agents.
Hongkong, 7th November, 1904. [2635]

STEAMSHIP SERVICE TO NEW YORK VIA PORTS AND SUEZ CANAL.
THE Steamship
"KENNERBEC"
will be despatched as above on or about the 18th inst., instead of as previously advertised.
For Freight or further information, apply to
STANDARD OIL COMPANY
OF NEW YORK,
Oriental Freight Department.
Hongkong, 14th October, 1904. [2439]

FOR CANTON.
THE new and fast Twin-Screw Steamer
"SAN CHEUNG."
951 Tons, Captain J. McGinty, will leave for Canton at 9 p.m. on SUNDAYS, TUESDAYS and THURSDAYS and return to Hongkong on the following days, leaving Canton at 5 p.m. Excellent accommodation, electric light, and perfect cuisine. Wharf at Hongkong near Harbour Office.
First-class Fare, \$3 each way. Second-class, \$1.50 each way. Meals, \$1 each.
Cargo Freight very moderate.
CHEUNG ON STEAMBOAT CO., LD.
No. 147, Connaught Road Central.
Hongkong, 15th March, 1904. [2]

DESTINATION	VESSEL'S NAME	FLAG & RIG	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP, VIA SINGAPORE, &c.	MANILA	Brit. str.	—	H.G.H. Lowell, R.N.R.	P. & O. S. N. Co.	To-morrow, at Noon.
LONDON, AMSTERDAM & ANTWERP.	MACHAON	Brit. str.	1 m.	H. W. Kenrick, R.N.R.	BUTTERFIELD & SWIRE	On 12th inst.
LONDON, &c. VIA PORTS OF CALL	CHUSAN	Brit. str.	—	McIntosh	P. & O. S. N. Co.	On 19th inst., at Noon.
LONDON & ANTWERP.	BENALDER	Brit. str.	—	T. G. Steeves	GIBB, LIVINGSTON & CO.	About 19th inst.
LONDON, AMSTERDAM & ANTWERP.	JASON	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 22nd inst.
AMSTERDAM, LONDON & ANTWERP.	TELENACHUS	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 6th Dec.
AMSTERDAM, LONDON & ANTWERP.	DIONED	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 20th Dec.
BREMEN, VIA PORTS OF CALL	PRINCESS ALICE	Ger. str.	—	P. Wetlin	MELCHERS & CO.	To-day, at Noon.
HAYRE, BREMEN & HAMBURG.	SLAVONIA	Ger. str.	k.w.	Madsen	HAMBURG-AMERIKA LINIE	On 15th inst.
HAYRE & HAMBURG.	SEGOWIA	Ger. str.	k.w.	Schoenfeldt	HAMBURG-AMERIKA LINIE	On 29th inst.
HAYRE & HAMBURG.	SENEGAMBIA	Ger. str.	k.w.	Forsberg	HAMBURG-AMERIKA LINIE	On 13th Dec.
HAYRE & HAMBURG.	ARMENIA	Ger. str.	k.w.	von Hoff	HAMBURG-AMERIKA LINIE	On 27th Dec.
HAYRE & HAMBURG.	C. F. FERD. LAEISS	Ger. str.	k.w.	Berberovich	HAMBURG-AMERIKA LINIE	On 11th Jan.
TRIESTE, &c. VIA SINGAPORE, &c.	MARIA VALERIE	Aus. str.	—	R. Day	BUTTERFIELD & SWIRE	On 25th inst., P.M.
GENOA, MARSEILLES & LIVERPOOL.	AGAMEMNON	Brit. str.	1 m.	J. Moheuch	BUTTERFIELD & SWIRE	On 22nd Dec.
GENOA, MARSEILLES & LIVERPOOL.	DARDANUS	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 20th Dec.
NEW YORK, VIA PORTS & SUEZ CANAL.	KENNERBEC	Brit. str.	—	—	STANDARD OIL CO.	About 18th inst.
NEW YORK, VIA PORTS & SUEZ CANAL.	ST. HUGO.	Brit. str.	—	—	DODWELL & CO., LD.	About 25th inst.
NEW YORK, VIA PORTS & SUEZ CANAL.	BREIZ-JEEL	Brit. str.	—	—	STANDARD OIL CO.	About 1st Dec.
NEW YORK, VIA SUEZ CANAL.	CLAVERDALE	Brit. str.	—	R. Porrett	SHEWAN, TOMES & CO.	About 30th Dec.
NEW YORK, VIA SUEZ CANAL.	RAS ISSA	Brit. str.	—	R. Archibald	SHEWAN, TOMES & CO.	On 20th Jan.
VANCOUVER, VIA SHANGHAI, &c.	EMPERESS OF INDIA	Brit. str.	2 m.	—	CANADIAN PACIFIC R. CO.	On 18th inst.
VANCOUVER, VIA SHANGHAI, &c.	ATHENIAN	Brit. str.	1 m.	—	CANADIAN PACIFIC R. CO.	On 28th Dec.
VICTORIA (B.C.) & SEATTLE VIA NAGASAKI, &c.	KEEMUN	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 30th inst.
VICTORIA (B.C.) & TACOMA VIA JAPAN.	TEXAN	Brit. str.	—	G. D. Morrison	DODWELL & CO., LIMITED	On 17th Dec.
PORTLAND, OREGON	ARABIA	Brit. str.	—	Bahle	PORTLAND & ASIATIC S.S. CO.	On 19th inst., at Daylight.
AUSTRALIAN PORTS	TSINAN	Brit. str.	1 m.	Brown	BUTTERFIELD & SWIRE	On 16th inst.
AUSTRALIAN PORTS	EMPIRE	Brit. str.	—	P. T. Helms	GIBB, LIVINGSTON & CO.	On 16th inst., at Noon.
YOKOHAMA, VIA SHANGHAI, MOJI & KOBE.	CANDIA	Brit. str.	—	H. E. Kitcat, R.N.R.	P. & O. S. N. Co.	About 13th inst.
KOBE.	CHANGSHA	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 23rd inst.
SHANGHAI, NAGASAKI, HIOGO & YOKOHAMA.	PREUSSEN	Ger. str.	—	R. Dahl	MELCHERS & CO.	Quick despatch.
SHANGHAI, TSINGTAU & CHEMULPO.	MEINA	Ger. str.	—	Lo Prevost	SIEMSEN & CO.	To-day, at 3 p.m.
SHANGHAI, KOBE & YOKOHAMA.	SHAOHSING	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 11th inst.
SHANGHAI.	TOURANE	French str.	—	Girard	MESSAGERIES MARITIMES	About 14th inst.
AMOI, STRAITS & RANGOON.	NUBIA	Brit. str.	—	F. N. Tiliard	P. & O. S. N. Co.	About 18th inst.
TAMUI, VIA SWATOW & AMOI.	PENTAKOTA	Brit. str.	—	C. Willis	JARDINE, MATHESON & CO.	On 18th inst., at Daylight.
TAMUI, VIA SWATOW & AMOI.	M. STRUVE	Jap. str.	—	T. Brandt	OSAKA SHOSEN KAISHA	On 13th inst., at Daylight.
TAMUI, VIA SWATOW & AMOI.	FRITHJOF	Jap. str.	—	H. A. Haraldsen	OSAKA SHOSEN KAISHA	On 26th inst., at Daylight.
ANPING, VIA SWATOW & AMOI.	PROVIDENCE	Jap. str.	1 m.	C. Cornelissen	OSAKA SHOSEN KAISHA	On 16th inst., at Daylight.
SWATOW, CHEFOO & TIENTSIN.	CHUILL	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 22nd inst.
MANILA	YUENSANG	Brit. str.	—	—	JARDINE, MATHESON & CO.	On 11th inst., at 4 P.M.
MANILA DIRECT.	ZAFIRO	Brit. str.	—	R. Rodger	SHEWAN, TOMES & CO.	On 12th inst., at 10 A.M.
MANILA DIRECT.	RUBI	Brit. str.	—	R. W. Almond	SHEWAN, TOMES & CO.	On 19th inst., at 10 A.M.
MANILA	TREMONT	Brit. str.	—	T. W. Garlick	DODWELL & CO., LD.	About 2nd Jan.
CEBU & ILOILO	KAIFONG	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 18th inst.
SANDAKAN	BOCSANG	Brit. str.	—	—	JARDINE, MATHESON & CO.	On 18th inst., at Noon.
KI DAT & SANDAKAN.	MARNO	Brit. str.	2 m.	E. Muhle	MELCHERS & CO.	Quick despatch.
SINGAPORE, COLOMBO & BOMBAY.	MAZANG	Brit. str.	—	W. H. S. Hall	P. & O. S. N. Co.	About 12th inst.
SINGAPORE, PENANG & CALCUTTA.	LAISANG	Brit. str.	—	—	JARDINE, MATHESON & CO.	On 15th inst., at 3 P.M.
BCMBAY VIA SINGAPORE & PENANG.	ISCHIA	Ital. str.	—	Maganzihi	CARLOWITZ & CO.	On 12th inst., at Noon.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS.
LONDON and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO and PORT SAID	MANILA H.G.H. Lowell, R.N.R.	Noon, 10th November	Freight and Passage.
SINGAPORE, COLOMBO and BOMBAY	MAZANG W. H. S. Hall	About 12th November	Freight only.
YOKOHAMA, VIA SHANGHAI, HAI, MOJI and KOBE (Passing through the Inland Sea)	CANDIA H. E. Kitcat, R.N.R.	About 13th November	Freight only.
* SHANGHAI	NUBIA F. N. Tiliard	About 18th November	Freight and Passage.
LONDON, &c.	CHUSAN H. W. Kenrick, R.N.R.	Noon, 19th November	See Special Advertisement.

* Expected to arrive on or about 7th October, will leave for the above port as soon as possible after her arrival with the next English Mail.

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Hongkong, 9th November, 1904.

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RUBI	2540	R. W. Almond	Manila direct.	Sat. 19th Nov. 10 A.M.

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GENERAL MANAGERS.
Hongkong, 7th November, 1904. [16]

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R.M.S. "EMPIRE OF JAPAN"	6,000 Tons	WEDNESDAY, 14th Dec.	
R.M.S. "ATHENIAN"	3,882 Tons	WEDNESDAY, 28th Dec.	
R.M.S. "EMPERESS OF CHINA"	6,000 Tons	WEDNESDAY, 11th Jan.	
R.M.S. "TARTAR"	4,425 Tons	WEDNESDAY, 25th Jan.	

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STEAMERS.	DESTINATIONS.	SAILING DATE.
SLAVONIA (ex STRASSBURG)	HAYRE, BREMEN and HAMBURG (Calling at Singapore, Penang and Colombo)	On 18th Nov. Freight & Passengers.
SEGOWIA (Capt. Madsen)	HAYRE and HAMBURG (Calling at Singapore, Penang and Colombo)	On 29th Nov. Freight.
SENEGAMBIA (ex NURNBERG)	HAYRE and HAMBURG (Calling at Singapore, Penang and Colombo)	On 13th Dec. Freight.
ARMENIA (Capt. Forst)	HAYRE and HAMBURG (Calling at Singapore, Penang and Colombo)	On 27th Dec. Freight.
U. FERD. LAEISS (Capt. von Hoff)	HAYRE and HAMBURG (Calling at Singapore, Penang and Colombo)	On 11th Jan. Freight.

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STEAMERS WILL CALL AT GIBRALTAR and SOUTHAMPTON to LAND PASSENGERS and LUGGAGE.
N.D.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

STEAMERS.	SAILING DATES.
PRINCESS ALICE	WEDNESDAY ... 9th November
PRINZ HEINRICH	WEDNESDAY ... 16th November
PRINZ REGENT LUITPOLD	WEDNESDAY ... 23rd November
PREUSSEN	WEDNESDAY ... 7th December
PRINZ EITEL FRIEDRICH	WEDNESDAY ... 21st December
SEYDLITZ	WEDNESDAY ... 4th January 1905
GNISENAU	WEDNESDAY ... 18th January
BAVERN	WEDNESDAY ... 1st February
ZETEN	WEDNESDAY ... 15th February
SACHSEN	WEDNESDAY ... 1st March
PRINCESS ALICE	WEDNESDAY ... 15th March
PRINZ REGENT LUITPOLD	WEDNESDAY ... 29th March
PREUSSEN	WEDNESDAY ... 12th April
PRINZ EITEL FRIEDRICH	WEDNESDAY ... 26th April

ON WEDNESDAY, the 9th day of NOVEMBER, 1904, at NOON, the Steamship, "PRINCESS ALICE," Captain P. Wetlin, with MAILED PASSENGERS, SPECIE, and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.
Shipping Orders will be granted till NOON on MONDAY, the 7th November. Cargo and Specie will be received on Board until 5 P.M. on TUESDAY, the 8th November, and Parcel will be received at the Agency's Office until NOON on TUESDAY, the 8th November. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50, and Parcels should not exceed Two Feet Cubic in Measurement.
The Steamer has splendid accommodation, and carries a Doctor and Stewardesses.
Linen can be washed on board.

For further Particulars, apply to
HONGKONG, 27th October, 1904.
NORDDEUTSCHER LLOYD.
MELCHERS & CO., AGENTS.

OSAKA SHOSEN KAISHA

REGULAR STEAMSHIP SERVICES BETWEEN HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.	
FOR	LEAVING
TAMUI, VIA SWATOW AND AMOI	"M. STRUVE" SUNDAY, 13th Nov. at Daylight.
ANPING, VIA SWATOW AND AMOI	"PROVIDENCE" WEDNESDAY, 16th Nov. at Daylight.
TAMUI, VIA SWATOW AND AMOI	"FRITHJOF" SUNDAY, 20th Nov. at Daylight.

On account of the present state of political affairs, all the Company's new steamers have been requisitioned for transport service, and the above-named chartered steamers have been secured instead for maintenance of the Company's coastal services. As soon as the state of affairs permit, the Company will resume running with its specially designed new steamers.
For Freight, Passage, and further information, apply at the Company's local Branch Office at No. 8 Des Vaux Road Central.
Hongkong, 7th November, 1904. T. ARIMA, Manager. [15]

VESSELS ON THE BERTH EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE. Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)
THE Steamship

"EMPIRE."
Captain P. T. Helms, will be despatched for the above ports on WEDNESDAY, the 16th inst., at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which secures the supply of Fresh Provisions, Ice, &c., throughout the voyage.
This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.
N.B.—To ensure the additional comfort of passengers the Steamers of the Company have electric fans fitted in staterooms.
For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, 18th October, 1904. [2472]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON. THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.
THE Steamship

"CHUSAN."
Captain H. W. Kenrick, R.N.R., carrying His Majesty's Mails, will be despatched from this Port on SATURDAY, the 19th inst., at NOON, taking passengers and cargo for the above ports in connection with the Company's s.s. "Macedonia," 10,500 tons, from Colombo. Passengers' accommodation in which vessel is secured before departure from Hongkong.
Silk and Valuables, all cargo for France, and Tea for London (under arrangement), will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed from Bombay by the R.M.S. "Marmora," due in London on the 1st January, 1905.
Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.
For further particulars, apply to
E. A. HEWETT,
Superintendent.
Hongkong, 7th November, 1904. [1]

REGULAR STEAMSHIP SERVICE TO NEW YORK, VIA PORTS AND SUEZ CANAL. PROPOSED SAILINGS FROM HONGKONG, 1904.
"ST. HUGO" ... 25th Nov.
"SHIMOSA" ... 18th Dec.
For Freight and further information, apply to
DODWELL & CO., LD.,
Agents.
Hongkong, 8th August, 1904. [877]

STEAMSHIP SERVICE TO NEW YORK, VIA PORTS AND SUEZ CANAL.
THE Steamship

"BREIS-JEEL."
will be despatched as above on or about the 1st December, 1904.
For Freight & further information, apply to
STANDARD OIL COMPANY OF NEW YORK
Oriental Freight Department.
Hongkong, 4th November, 1904. [2603]

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK VIA SUEZ CANAL.
THE Steamship

"RAS ISSA."
Captain R. Porrett, will be despatched for the above port on 20th January, 1905.
For Freight, apply to
SHEWAN, TOMES & CO.,
General Agents.
Hongkong, 2nd November, 1904. [2589]

HONGKONG-MACAO LINE.

S.S. "WING CHAI."
Captain T. Austin, R.N.R.
This Steamer departs from Hongkong, on Week Days, at 3 a.m. and on Sundays, at 8.30 a.m.; Departs from Macao on Week Days about 2.30 p.m. and on Sundays at 6.30 p.m.
FARES—(week days) 1st Class (including cabin and servants), Single \$3, Return Ticket \$5. 2nd Class \$1. 3rd Class 50 cents.
Every Sunday, will be on Excursion, at the following rates:
1st and 2nd Class, Single Ticket \$1, Return \$2. 3rd Class, Single 30 cents, Return 50 cents. Steerage 10 cents.
Tiffin and Dinner can be supplied either on board, or at the Macao Hotel, for returning Passengers only, at an extra charge of \$2.
On Sundays, Passengers desiring to have a Private Cabin, which has accommodation for two or more Passengers, will be charged \$3 extra.
First Class Passengers who do not care to return on the Excursion Sunday, will be allowed to do so the following day (Monday) on production of the Return Half Ticket. Should the Steamer not run on the Monday, owing to the Boiler cleaning, due notice will be given by the Captain, and the Half-ticket will be available for the following day.
The Steamer is lit throughout by Electricity. The Steamer's Wharf at Hongkong is at the Western end of Wing Lok Street.
MING ON & CO.
2nd Floor, 16, Victoria Street.
Hongkong, 7th October, 1904. [28]

HONGKONG-CANTON LINE.

THE British Steamship
"YING KING."
Captain E. J. Page, of 1088 tons, Registered, is the newest, fastest, and most luxuriously furnished steamer on the line and is lighted throughout with electricity; hot and cold water service. The cuisine is excellent.
Leaving Hongkong every MONDAY

